

This corridor is intended to provide connectivity between Chattanooga, Tennessee and Asheville, North Carolina. This section of US 19/74/NC 28 is designated as an expressway on the Strategic Highway Corridor Vision (SHC) plan adopted by NCDOT on September 2, 2004. The existing facility has a five lane undivided cross section with 12 foot lanes. Improvements to this facility shall align with the goals of the SHC Vision Plan and include converting the existing facility to a four lane divided facility with bicycle accommodations.

Based on a planning level environmental assessment using available GIS data, a portion of the proposed project crosses a wetland area, trout waters, federal lands and is within the vicinity of a natural heritage element occurrence.

The 1978 Swain County Thoroughfare did not include any improvements to this section of US 74.

#### **US 441, Local ID: SWAI0002-H**

US 441 from Jackson County to the US 441/US 19 split does not meet the future mobility and connectivity needs in western North Carolina and into Tennessee.

This corridor is intended to provide connectivity between Atlanta, Georgia and Tennessee. The existing facility has a five lane undivided cross section with 12 foot lanes from Jackson County to the US 441/US 19 merge, and a three lane cross section with 12 foot lanes from this point to the US 441/US 19 split.

NCDOT's Strategic Highway Corridor (SHC) Vision Plan designates US 441 as a boulevard from Jackson County to the US 441/US 19 split. The CTP proposal (SWAI0002-H) includes converting/widening the existing facility to a four lane divided boulevard.

Based on a planning level environmental assessment using available GIS data, the proposed project is within the Eastern Band of Cherokee Indian Boundary. Additionally, there are water and sewer distribution pipes along this facility.

The 1978 Swain County Thoroughfare did not include any improvements to this section of US 441.

#### **PUBLIC TRANSPORTATION & RAIL**

The Public Transportation and Rail elements of the Swain County CTP are shown in Figure 1, Sheet 3. The following recommendation was identified during the development of the CTP and will help achieve the CTP goals of creating a choice of transportation modes and coordinating multi-modal routes.